STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST and LONDONDERY, and
all parts of IRELAND, via LIVERPOOL, Without Solery, all
peathy reduced rules—The LIVERPOOL, REW-YORK and
PHILADELPHIA STEAMBRIF COMP ANY'S spiculid Clydebuilt incu screw steamships are intended to and as follows:
FROM NEW-YORK.

CITY OF WASHINGTON, Thursday.

And each siterrate Thursday.

At 12 o'ckeck, noon, from Pier No. 44 North River.

Gabin from New York and Philadelptia.

Cabin from New York and Philadelptia.

675

STEAM to GLASGOW, LIVERPOOL, BEL-past, DUBLIN and LONDONDERRY, without delay for ass. Return The lets to either of the above places good for sig-menths by any steamer of the line #60.

months by any steamer of the line #800.

EDINBURGH. Cumming... WEDNESDAY, Sept. 8, at 12 noon.

TEAM TO VALPARAISO.—Steamship HER-

the aliberal supply of good and well-cooked and accommodations. Freight will be taken at the current rates. For freight and could pessage apply to BICHARD IRVIN & Co., No. 98 Front-st.

From New York for South Bremen for Southampton amprop, Havre and Bremen. Southampton for New York ARIEL. Sat. Sept. 4 Saturday, Oct. 2 Wed., October 6 NOR'N LIGHT, Sat., Oct. 2 Saturday, Oct. 30 Wed., Nov. 3. These steamhips have water-tight compartments, and carry able surgeons.

STEAM to ALL PARTS of GREAT BRITAIN, via GALWAY, Ireland.—THE SHORTEST SEA PASBAGE BETWEEN AMERICA and EUROPE.—This line is composed of powerful paddle-wneel steamships, of which the AMERICAN EMPIRE PRINCE ALBERT and the INDIAN EMPIRE are now running. The next departure from Newly York (to be followed by others of the time about every two weeks) will be the PRINCE ALBERT, SATURDAY, Aug. 21, direct for Galway.

COR CHARLESTON. — The steamship AT-LANTA, Capt L. H. Layfield, will leave Pier No. 12 N. R., a SATURDAY, Aug. 21, at 40 clock p. m. Passage, with commo-lous Statercome, \$15. Insurance, one-half per cant, effected through our effice. Apply to H. B. CROMWELL & Co., No. 86 West-st., corner Albany.

eier No. 12 N. R., on "ATURDAY, Aug 21, at 4 o'clock predictly, assay to Savannab, with unsurpased accommodations. #15 hrough tickets to Macon, #21. Montgomery, #22; Atlants, #23; Columbus, #23, Albemy, Ge., #24; Mobile, #35; Atlants, #28. Freight 6 cents per foot, until further nutice, surrance orchail per cent. Apply to H. B. CROMWELL & b., No. 36 West at.

Steamboats and Bailroads.

THE LAST RAILROAD DISASTER.-Anthe IAST KALLKOAD DISASTER.—All there of those periodical disasters that so frequently occur to lessen the confidence of the traveling public and keep at home the finid, has just occurred, and the question is, What shall we for exat! Railroads can never be built without grades. Grades can be diminished somewhat of crurse when they are first constructed, but for roads already built it is next to impossible to after them. It is hardly possible for any road to be run without at least an occasion a necessity to make up lost time; and any engineer knows that this not an easy thing to make up lost time on an ascending grade. What then, is it that is to conduce to the greatest possible degree of safety! We answer, unhesitatingly, the perfect

CONTROL OF THE TRAIN

the perfect

CONTROL OF THE TRAIN

at all times, day or night, when it is whole and complete, or
broken and reparated. What is it that produces such teirfible
results in case of socidents! What was it hurled the NewHaven train into the yearning bridge at Norwalk! What was it
piled up the ears is a crumbling mass of roles at Burlington!
What was it that plunged the two fated care on the Eris down
the embantment at Shin Hollow! What was it that impelled
the engine and train of the New-York Control (at Clyde) against
the abutment of the bridge! And so we might so on through the
whole calendar, and the snawer would uniformly be, the
MOMENTUM
of the mars of matter in motion. What is the remedy for these
featful cases of destruction! Must they go on as herelofore, and
no effort be made to prevent or even nitigate them! Prudent,
thoughtful men see and realize these dangers, and are prepared
for them. Reckless, basardous, and dare-devil mon close their
reyes and cars to them, or if open, any. "O yes, it's all very well,
but we have not got the money, and besides, we are too buy
about other matters, and furthermore, we don't intend to have
any accidents on our road," and so we go. It does seem as though
Rallroad Officers ought to feel their duty and responsibility more
than many of them do. Such delays are desperons in the
peatest degree, and such responsibility fearful. Mears.
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Rallroad Officers ought to feel their duty and responsibly to meet perfect means of security, especially to passenge

FARE REDUCED. - Afternoon best for YON-TARE REDUCED.—Aftermoon boat for YONKERS, SEEDENS NYACK, ROCKLAND LAKE and
HAVEBSTRAW. The beautiful new steamboat JOHN SA KON.
Cat. Brace, leaves Chambers at. Pier daily at 3 o'chook. Rementing every menting, leaves Harnestraw at 6 o'che, Kreckland
Lake at 6:29 Nyack at 6:48, Sheedens at 7:10, Youkers at 8
o'cock. Tunching at Annesse, each way. Fare to Youkers at
o'cock. This boat controls with stages at Societion for Tappan,
at Nyack 20 center, Recalend Lake 25 cents, Haverstraw 30
cents. This boat controls with stages at Societions for Tappan,
at Nyack for Claskeville and New City, at Haverstraw for Garcetylle and North Haverstraw. N. B.—The JOHN FARON is
fitted with Bianchand's collebrated patent steam bullet, from
which eight as and smoke do not occape.

PLOCK ISLAND AND MONTAUK.—The year LENNIE, Capt. K-weev, will leave the Pequot Heuse for Block Island, every TUESDAY and THURSDAY, at 10 o'clock a m., after the arrival of the Steamers from Norwhood and Storington, isoding at Montack Foliat if the weather permits. Well return the came evening or the next morning. The Gentle is patientally strong sets and constituting has perfectly capable and careful captain, and affords the most desirable way to visit those the res ling pieces. There are four well-kept hotels on the listed. New-London, August, 1838.

PARE 25 Cents.—FOR SHREWSBURY and LONG BRANCH DIRECT—Highlands, Ocean House, Part Washington, Mount's Dock, Brown's Dock, Middletown, Pair-Haven and Red Bank. The new and swith steamer ALICE

Foot Rebinson et.

Thesday, Aug 17, 1 p. m. Wednesday, Aug 18, 2 p. m. Thursday, Aug 18, 2 p. m. Thursday, Aug 18, 3 s. m. Thursday, Aug 18, 3 p. m. Friday, Aug 18, 10 s. m. Friday, Aug 20, 5 p. m. Saturday, Aug 21, 5 p. m. Saturday, Aug 22, 5 p. m. Saturday, Aug 22, 5 p. m. Sunday, Aug 22, 6 s. m. Wednesday, Aug 22, 3 p. m. Sunday, Aug 22, 6 p. m. Monday, Aug 22, 3 p. m. Monday, Aug 22, 5 p. m. Monday, Aug 22, 5 p. m. The steamer LEADER connects with this boat for Flessure Bay, Atlantic Dock and Branch Port, without observe.

KER'S EXPRESS by this Line. ELIAS HAIGHT'S Stages for Squam; size, steges, to all parts of the country.

HOR SHREWSBURY and LONG-BRANCH direct-The steamer ALICE PRICE will leave foot of Robinson-st, THIS DAY (Saturday), at 7 o'clock p m. This boat will proceed quietly on her way, and will not take with any host that is put assints her.

FARE to NEW-HAVEN 50 CENTS, BERTHS FREE -The steamer ELM CITY leaves Peak slip every day at 3 p. m. The TRAYELLER every might at 11. Freight forwarded to Vermont, Northern New-York and Canada, FRANCIS HYDE, Agent. The GRANITE STATE leaves for Hartford EVERY TUESDAY, THURSDAY and SATURDAY at 5 p.m.

LARGE AND AS TO EMILIADE HIT ORT, N. J.

The ateamboats RED JACKET, WYOMING, or RILL
VAN KULL, leave Pier No. 2, North River, daily (Sundays excepted), at 74 a.m., 12 m., 4 and 54 p. m. Returning, leave Elizabethort at 54 a.m., 845 a.m., 25 and 6:20 p.m. Tickets to go and return the same day, 30 cents; to Elizabeth City, 10 cents additional.

Leave WHITEHALL from 7 a. m. to 7 p. m. for Quarantine, Stapleton and Vanderbill's Landing.

DAY BOAT for ALBANY.—Steamer META—MORA, every TUESDAY, THURSDAY and SATURDAY, from pier foot of Jay-st., at 7 o'clock a. m.

DAY BOAT for ALBANY and INTERMEDI—ATE LANDINGS.—The steamer ARMENIA, from foot of Murray st., MONDAY, WEDNESDAY and PRIDAY, at 7 a. m.

RAILROAD and STEAMBOAT LINE.—AF—ATTERNOON BOAT at 5 o'clock for HUDSON (from the foot of Harikomest, south side), landing at Caldwell's, West Point, Gozzens's Docks), Newburgh, Mariboro, Milton, Poughkeepsie, Barrytown, Rhinebock, Red Hook, Bristol, West Camp and Cata-Mill PARF, 50 CTS, to NEWBURGH, POUGHKREPSIE and RHINEBECK. Telekts may be obtained on board the boat to the following places: Hudson, Claverack, Mellenville, Ghent, Chathans Feur Corners, 81 50; East Chathans, 41 50; Cansan, 41 50; Edwards, 62 5; State Line, 41 30; West Stockbridge, 62 7; Richmond, 42 55; State Line, 41 30; West Stockbridge, 62 7; Richmond, 42 55; State Line, 41 30; West Stockbridge, 62 7; Richmond, 42 55; The fast-anling Steamer SOUTH AMERICA, Capt. M. Sherrana, Will leave the Pier foot of Harrison-tt. (south side), on MONDAY, WEDNESDAY and PRIDAY at 5 o'clock p...

INDEPENDENT LINE.—The steamer GOV—

remon.

The strangers make the round trip in eight days. Sooms any of the trips can be secured by addressing any of the trips can be secured by addressing the stranger of the trips can be secured by addressing the stranger of the trips can be removed by the stranger of the stranger of

Cieveland, Ohio.

R. B.—Mark all Packages, "Care of Hussey & McBrido, Cleveland, Ohio."

THE REGULAR MAIL LINE via STONING-TON, for BOSTON, PROVIDENCE and NEWPORT-in land route—the shortest and most direct, carrying the Eastern

steamer, or at the Freight Office, pier No. 2, North River, or at the office No. 10 Battery-place.

DEOPLE'S LINE between NEW-YORK, CITY
18LAND, NEW-ROCHELLE and MAMARONECK.—On
and after SATURDAY, June 12, the steamer ISLAND CITY
(Capt. James Vradenburgh), having been refitted with new bolt
ers, &c., and newly furnished throughout, will commence making
DAILY TRIPS (Sundays excepted) between the showe-named
pailty Trips (Sundays excepted) between the show-named
pulton Market Slip at 4 p. m.; returning, leaves Mamaroneck at
7 a. m., New-Rochelle, 7:30 a. m., City Island at 7:15 a. m.
Fare between New-York and Mamaroneck, 50 cents, and between
New-York and Rew-Rochelle or City Island, 25 cents each way.
Freight must be on board half an bour before the time of starting.

REGULAR MAIL LINE for BOSTON and PROVIDENCE, via STONINGTON.—HOUR of LEAVING CHANGED to 6 p. m.—On and after TUESDAY, June 1, the Steamers PLYMOUTH ROCK and C. VANDERBILT of this line will leave Pier No. 2 North River, first what above Enterphylace, daily, except Sundaya, at 6 p. m., instead of 5 p. m. Office No. 10 Esttery-place.

CENTRAL RAILROAD of NEW-JERSEY-

CENTRAL RAILKOAD Of NEW-JERSEY—
Connecting at New-Hampton with the Delsware, Lacks
stains and Western Railroad, and at Easton with the Lebigs
valley Railroad.
SUMMER ARRANGEMENT, commencing April 23, 1882—
Easte New-York for Easton and intermediate places from Fiet
No. 2, North River, at 73 a. m., 12 m., and 4 p. m.; for Somerville
by above trains, and at 5:30 p. m.
The above trains, and at 5:30 p. m.
The above trains connect at Elizabeth with trains on the New
Jersey Railroad, which leave New-York from the foot of Court
handt-st. at 74 and 17 a. m., and 4 and 5 p. m.
Fassengers for the Delaware, Lackswanns and Western Railroad will leave at 74 a. m. only. For Lebigh Valley Railroad at
74 a. m. and 12 m.
JOHN O. STERNS, Superintendent.

Pi a m. and 12 m. JOHN O. STERNS, Superintendent.

LUSHING RAILROAD—Leaves Fulton Mar
Let Wharf by steamer IOLAS at 5:35, 7:50 and 16 a. m. and
1, 4 and 5 n. m. The cors leave Funding, L. I., at 6:45, 8 and 16
a. m., and 1, 4 and 5 p. m., meeting and exchanging passengers
with the boat at Hunter's Foint. Through in 50 minutes. Fare
By centa.

N. B.—Pic Nic and Excursion parties taken at reduced rates.

LONG ISLAND RAILROAD—Leaves South Ferry at 10 a. m for Greenport, and on SATURDAYS, also, at 3:30 p. m. Express Train for River Head at 5:50 p. m.; Sycaser at 4:30; and other Trains for Hompstead and Jamaloa. NEW-YORK AND ERIE RAILROAD.—On and after MONDAY May 10 192

MAIL TRAIN at 8 a. m., for Dunkirk and Buffale and interme

MAIL TRAIN at Sa. m., for Dunkirk and Buffale and Intermediate Stations.

ROCKLAND PASSENGER at 3 p. m., from foot Chambers-st., via Flermont, for Sufferns and Intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and Intermediate Stations.

NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffale.

The above Trains run daily, Sunday excepted.

There Express Trains connect at Elimira with the Elimira Camandajara and Niegara Falls Railroad, for Niagara Falls, at Singhamton with the Synause and Binghamton Railroad, for Synause, at Corning with the Buffalo, Corning and New York Sylmond, for Roubester; at Great Bend with the Delaware, Lichauwann and Western Railroad, for Synause, for Singhamton Railroad, Sunday with the Buffalo and Sew Tork City Railroad, for Singhal at Buffalo Dunkirk with the Lake Soote Railroad, for Singhal at Buffalo Dunkirk with the Lake Soote Railroad, for Singhal at Buffalo Dunkirk with the Lake Soote Railroad for Gleveland, Cincinnati, Toledo, Detroit, Chicago, &c.

E. F. HE addley Assistant President.

Cincipracii, Toleco, Derrei, Canado, Ser.

Office New-York and Frie Railland Co., New-York, June II, 1898.

New-York and Eric Railland Company have carriedly endeavored during the past ten months to establish and maintain amiform and recrumerative rates of trailine pt he four great lines which connect the Atlantic other and the West. Having falled in this, and believing it to be implications and improper to industric trailine by the lasse of Fred Passes, by the employment of runners and selectors, or by any other understanded means, the Company, rather than resort to sook means, dove cherralined it reduces the farse, on and after Monday next, 14th lines, as follows: Lett seet, New-York and Dinkirt, 16.

Settemen New York and Bulkirt, 16.

CHARLES MORAN, Freedent

CHARLES MORAN, Freedent

TOR BOSTON and PROVIDENCE via NEWFORT and FALL RIVER.—The spicetid and superior
reames MCTROPOLIS Capt. Seven. leaves New York is every
YORSDAY, TRUESDAY at SATURDAY, at 5 of sock p. m.
BIS DAY and FRIDAY at 5 of sock p. m., from Fee No. 3 N. R.
BIS DAY and FRIDAY at 5 of sock p. m., from Fee No. 3 N. R.
Berestre no recus will be reparded as secured w any applimating to Boston to frewarded through with great disputes by
M. BURDEN, agent, for. Timp 7 W set-sq.

W. W. BURDEN, agent, for. Timp 7 W set-sq.

To bearges will be received for any train miles delivered and
the West, and for Bulletone. Washington. Northele, ac, and
the Mark to be sound to frewarded through with great disputes by
W. BURDEN, agent, for. Timp 7 W set-sq.

W. BURDEN, agent, for. Timp 7 W set-sq.

HUDSON RIVER RAILROAD.—From June
12 1864, Trains will issue Chambers-et. Station as folioses.

**21 ress Trains, 6 a. m. and 5 p. m.; albuny and Troy Passes
ger Train, 1:30 a. m. and 16:30 p. m.; for Bing Sing, 10:15 a. n.
and 4 p. m.; for Tarrytown, 6:40 p. m.; for Sing Sing, 10:15 a. n.
and 4 p. m.; for Foughtseepide, 5 a. m., 1 p. m. and 3:40 p. m.
for Feedshill, 5:30 p. m. The Foughtseepide, Feedshill, Sing Sing,
Farrytown and Bobbs' Ferry Trains atop at the Way Stations
Passengers taken at Chambers, Canal. Christopher and Sign-en.
Prains for New-York leave Troy at 4:50 and 10:25 a. m., and 4:52
and 4:15 p. m.; and Albany et 4:45 and 10:25 a. m., and 4:52
and 4:15 p. m.; on Sundays, 4:45 and 10:25 a. m., and 4:52
and 4:15 p. m.; on Sundays, 4:45 and 10:25 a. m., and 4:52
and 4:15 p. m.; on Sundays, 4:45 and 10:25 a. m., and 4:52
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and 4:15 p. m.; on Sundays, 4:45 and 10:25 a. m., and 4:52
and 4:15 p. m.; on Sundays, 4:45 and 10:25 a. m., Sew-York, at
8:10 a. m. White Plains train, stopping at all Stations.

1:20 a. m. Williamsbridge, stopping at all Stations.

1:20 a. m. White Plains train, stopping at all Stations.

2:20 p. m. White Plains train, stopping at all Stations.

8:20 p. m. White Plains train, stopping at all Stations.

8:20 p. m. Williamsbridge train, stopping at all Stations.

8:20 p. m. Williamsbridge train, stopping at all Stations.

8:20 p. m. Williamsbridge train, stopping at all Stations.

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8:20 p. m. Milliamsbridge train, stopping at all Stations.

8:20 p. m. Milliam

and all Stations north. WM. J. CAMPBELL, Superintendent. NEW-YORK and NEW-HAVEN RAILEOAD 1859. SUMMER ARRANGEMENT. 125. Commencing May 31, 1858.

Passenger Station is New-York, corner 27th-st. and 4th-sv.;

diread, 8 a.m., 4:30 p. m.

James H. HOYT, Superintendent.

James H. HOYT, Superintendent.

The Fennsylvania Rairoad connects at Fittsburgh with refinesh to and from St. Louis, Mo.; Altor, Galena and Obleago, Ill.; firsh fort, lexington and Louissille, Ky.; Terra Haute, Madison Lafayette and ludisampolis, Ind.; Cinclanati, Dayton, Spring-leid, Bellefontsine, Sandusky, Toledo, Cleveland, Columbos Canevville, Massillon and Wooster, Ohio; also with the steam secret boats from and to New-Bricans, St. Louis, Louisville and Sincianati.

I places in the West.
scheers will find this the shortest, most expeditions said
viable route between the East and West.
OM NEW-YORK TO CINCINNATI IN 30 HOURS.
OM NEW-YORK TO STHOOM IN 36 HOURS.
OM NEW-YORK TO ST. LOUIS IN 46 HOURS.

Wate Eure.

MOUNT PROSPEC the WATER-CURE, Bing-bamton, N. Y., 215 mile S., of the city by N. Y. & Eric Ealiread; has a natural location, assed in beauty by no other in the Union. Terms \$500 \$100 pc. week For circulars, address J. H. NORTH M. D., or MARTHA FRENCH, M. D.

DRUGS, &C., from IMPORTERS, DEALERS,
MANUFACTURERS and PRODUCERS
Consignments received and disposed of to the best savantage,
All orders executed at the lowest rates. Drugs taken on storage.
WILLIAM H. KINSLEY,
COMMISSION WHOLESALE DRUGGIST NO. 11 GOLD-ST, N.Y.
Mr. W.M. BURGER, DRUG BROKER,
Late Wholesale Druggist, of Courtlandt-st., has his office as above.

SANDS' SARSAPARILLA.-This pleasant and stomach and bowels to regular and healthy action, and without names or purging expel all deleterious accumulations, purify the blood, equalize the circulation, promote perspiration, improve the appetite, impart tone and vigor to the system and gradually, but surely extingte the disease. Propared and sold by A. B. & D. SANDS, Diuggists, No. 100 Fulton st., N. Y.

WHOOPING COUGH! WHOOPING COUGH RELIEVER A Reliable Remety - The attention of mothers is called to this. For soile at M. WHITE'S, No. 98 Objector st. N. Y., and No. 83 Majo-st., Brooklyn.

Legal Notices.

N. Y. SUPREME COURT—KINGS COUNTY.

A.—HENRY RUGGLES against FRANK E. TREMLETT,
HENRY M. TREMLETT and FREDERICK H. ODIORNE.
—Summons for money demand on contract—(Com. not ser.)—
To the Defendants above named: You are hereby summoned
and required to answer the complaint in this action, which will be
filled in the Office of the County of Kings, at the City
Hall, in the City of Brooklyu, and to serve a copy of your answer
to the said complaint on the subscribers, at their office, number
4] Wall-st., in the City of New-York, within twenty days after
the service of this summons on you, exclusive of the day of
such service; and if you fail to answer the said complaint within
the time aforesaid, the Plaintiff in this action will take judgment against you for the sum of one hundred and thirty dollars
and sixty-nine cents, with interest from the second day of March,
one thousand eight hundred and fifty eight—Dated New-York,
July 9, 1858.

Plaintiff's Attorneys, No. 41 Wall-st., G. Y.
The complaint in this action was this day filed in Kings County
Clerk's Office—July 15, 1858.

SUPPREME COURT. Westchester County.—JO-

SUPREME COURT. Westchester County.—JOSEPH J. FORD sasinst ALMIRA S. FORD.—Summors
for Relief. (Com. not served)—To ALMIRA S. FORD, Deterdant: You are hereby summoned and required to answer the
complaint in this action which will be filed in the office of the
Clerk of the County of Westchester, at White Pasins, in said
county, and to serve a copy of your answer to the said complaint on
the subscriber at his office at Mount Kieco, in said county, within
wenty days after the service of this summons on you, exclusive
of the day of such service; and if you fall to answer the said com
plaint whithin the time sofresaid, the plaintiff in this action will
apply to the Court for the relief demanded in the complaint.—
Dated March 27, 1855.

The complaint in this action was filed with said Clerk on the
Sth day of August, 1856.

AU? Iswaws ROBERT S. HART. Plaintiff's Attorney.

The complaint in this action was filed with said Clerk on the 5th day of August, 1956.

AUT lawders ROBERT S. HART Plaintiff Attornay,

SUPREME COURT.—COUNTY OF WEST-CHESTER.—Catherine Schickler, plaintiff, against Heary A. Coit and Sarsh L. Coit, his wife, the United States Trust: Company of New Yora, and Moses. Taylor, saignee and trustee for the benefit of creditors of said Henry A. Coit, defendants.—Summons for relief.—(Com. not. sat.)—To the abovenamed defendant, HENRY A. COIT.—You are hereby summoned and it required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Westbester, in the fown of White Pains, in said county and to serve a copy of your answer to the said counciant on the subscriber, at his office, No. 239 Broadway in the City of New Yora, within twenty days after the service of an summons on you, exclusive of the day of such service; and if you fail to answer the and complaint within the time aversaid, the plaintiff in this action will apply to the Count for the relied demanded in the complaint.—Dated August 4, 1836.

ROBERT S. ROWLEY, Plaintiff attorney.

And you are further required to take notice that the above meantiff of comp sint was on the 18th day of August 1838, filed in the office of the Glerk of said County or Westbester in the Sown of White Plains, in said county —Dated August 5, 1835.

SUPREME COURT—COUNTY OF WEST—CHESTER.—Catherine Surkley, plaintiff, automore, the Clerk of said County or Westbester in the sown of White Plains, in said county —Dated August 18, 1835.

SUPREME COURT—COUNTY OF WEST—CHESTER.—Catherine Surkley, plaintiff, automore for the Count of the above a mondant of the Count of the swin of White Plains in the atom which will be filed in the office of the Count of the county and to serve a copy of your answer to the said county plaint on the solutions of said Harry A. Coit, defen and Sanah L. G. it his wife, the United Sarass Trust Gempany of New York, within twenty days ster the service of the County of White P

IN FURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims audiest JAMES W. SCOTT, late of the City of New-York, Clerk, deceased, to present the same with rough at thereof to the subscriber, at the office of Edward A. France, No. 303 Broome-st., in the City of New-York, on or before the Tweety-seventh day of Juny, 1858.

HENRY W. SCOTT, Administrator.

1724 lawsimS

Mr. WM. BURGER, Dato Brokes, holesale Druggist. of Courtlandt-st., has his office as above.

DS' SARSAPARILLA.—This pleasant and cactors remedy will cently stimulate the functions of the and bowels to regular and healthy action, and without repursing expel all deleterious accumulations, purify the

New-Dork State Session Laws.

THE TRIBUNE has been authorized to publish

THE TRIBUNE has been authorized to publish the following:

CHAPTER CCCIII — An act to authorize the laylog of a railread track in Broadway and through certain other streets in the
city of Broadway and through certain other streets in the
city of Broadway and New Lots in the country of Kings. Passed
April 17th, 1858.

The people of the State of New-York, represented in Senate
and Assembly, do enact as follows: Section 1. It shall be lawful for Augustus Ivana, and those who may be now or hereafter
associated with him, provided they shall organize as a company
pursuant to the sixth section of this act, and their successors, to
lay a double railroad track in the street known as Broadway and
Division sevence in the city of Brooklyn, from its Intersection
with First street, thence through said Broadway to alabama avcrue in East New York in said county of Kings, and a single
track through Alabama avenue to Atlantic avenue, and through
Atlantic avenue to Georgia avenue, and through Georgia avenue
to and across Janakoa turnpike; also, a single track through
South Sixth and South Seventh streets to First street; thence
through First street is here
through First street in the secondary turnouts.

§ 2. The tracks shall be laid with grooved rail, flush with the
surface of the streets, and shall conform to the grade of streets,
as the same as now or shall be from time to time established or
altered.

§ 3. The asid company hereby authorized to be formed shall

\$2. The tracks shall be laid with grooved rail, flush with the surface of the streets, and shall conform to the grade of streets, as the same is now or shall be from time to time established or altered.

3. The said company hereby authorized to be formed shall keep the surface of the streets, inside of the rails and for two feet outside thereof, in good repair, and may run cars of said read, and may charge and collect a fare not to exceed five cests for sho pasterner over twelve years of say; under twolve and over two years, three cents; under two years without charge, for any distance ridden on said road; but our as shall be run as often as the public convenience may require, and be subject to unch rue and unless drawn rolely by horses, and shall be run as often as the public convenience may require, and be subject to unch rue and regulations in respect thereto as the Common Council of the city of Brooklyn may from time to time by ordinance presentle, and to the payment to the city of the same libense fee annualty, for each car run thereon, as is now paid by other city railroadin said city.

4.4 In the construction, operation or use of such railroad, should such company deem it necessary or proper to run upon, intersect or use any part or portion of other city railroad tracks now laid upon any of the streets or avenues above numed, they are hereby authorized to run upon, intersect or use the same, provided that the cars of the company hereby created, in passing over the track of the Brooklyn City Railroad, shall not stop upon said track accept to receive and let out passengers, which shall be done with as much rapidity as it can be done for the safety of passingers leaving or entering the cars of the road breaky created, and so as not to interrupt or desy the passage of the cas of the Brooklyn City Railroad Company upon and track and he said corporation temby created shall also make all the necessary turn-outs for going upon and leaving the said track of the Brooklyn City Railroad Company's can also expected a

associates, also except the prevision of section twenty-seven or said act.

§ 7. The said Company shall have power to Issue their bonds or of Fazzlons for the constructing, equipping and running said road, to he smooth of one half of the capital stack necessary for such purposes in which case each stocknoder shall be pertously liable for the payment of such business and stacknoder shall be pertously liable for the payment of such nuclear orbitagetime.

§ 2. The said Company shall not construct said railroads until a spirity of the except of the property located on the line of said talmane named in the first section of this act shall sign a position to the Comman Committed the City of accounting in favor of said to retruction. Excellently also of command of said named to the late of some state of said has acceptanted by a firstner to the Assessor's lies of comment of son property in the tax rell levied for the general tax in the past eighteen hundred and fifty seven.

§ 9. All laws and parts of laws conflicting with this set are for thy repealed. § 10. This set shall take effect 'mmediately.

CHAPTER CCCIV.—An Act to incorporate the Income Income are Company, in the City of New York, and to susherize an Accumulating Fund. Passed April 17th, 1858, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do exact as follows: Section 1, John R. Livinsston, Abel T. Anderson, James De Peysier Ordes, J. Rommyn Breachend, Morris Franklin, Pendieton Hissack, Thomas G. Tilbrace, James W. Barker, Dayton Hobart, Challes H. Haswell, William C. Landey Joseph B. Varnum, Edward L. Livinsson, William Can Dusenbery, Ovando S.X. Frech, Augustus Gason Graban, James Bleecker, Thomas Stewart, John F. Entir, Edmond Dwight, and all such persons as shall breached become at challeds in the corporation bereby created, that he a looky corporate by the name of "The Insolne Insurance Company," the persons named above shall be the first circular of said corporation bethe first circular of said corporation between the circular of said corporation the circular of said corporation and corporation between the circular of said corporation and corporation the circular of said corporation and co

sements, five thousand dolars; County Juli reconstruction wenty five thousand dollars; contingendies, Mayor's office, threshousand dollars; dendations, fifteen thousand dollars; docks an piers, building and repairing and cleaning and dredging align, on hundred and fifty thousand dollars; decision expenses, fifty thousand dollars; piers and delinquencies, five thousand dollars; fire Department sixty-two thousand four hundred dollars; laterest on revous bonds, three hundred and twenty-five thousand dollars; interest on assessment bonds, eleven thousand dollars; interest on extent of the second dollars; lands and places, twenty-five thousand dollars; markets, even thousand dollars; officers feetwenty live thousand dollars; officers feetwenty live thousand dollars; printing, clarity five thousand dollars; officers feetwenty live housand dollars; read estate expenses, one hundred thousand dollars; read estate expenses, one hundred thousand dollars; read estate expenses, one hundred housand dollars; read and fifty seven, fifty thousand dollars; reads, anacolasting Second avenue, above Sixty five terms, and arrestages of eightee hundred and event and One-hundred and-forty-four streets, twenty thousand dollars; repairs to public buildings, in a color of the dollars; and and the fifty thousand dollars. ling Second avenue, above Sixty first street. fifty thousand deliars, working as a country road the Elevands avenue, between One hundred and-seventh and One-hundred and-forty-fourth streets, twenty thousand dollars; repairs to public buildings, including new buildings and buildings for Fire Department, citalty, then thousand dollars; supplies for public offices, lifteen thousand dollars; supplies for public offices, lifteen thousand dollars; supplies for public offices, lifteen thousand dollars; sunder wascels, removing, five thousand dollars; salaries, five hundred and eighty four thousand four hundred and nirely dollars; sunder wascels, removing, five thousand dollars; street expenses and paving, ninety thousand dollars; treet expenses and paving, ninety thousand dollars; Tompklos square, railing, twenty thousand dollars; wells and pumps, repairing and eleaning, one thousand seven hundred dollars; wells and pumps, repairing and eleaning, one thousand collars; wells and pumps, repairing and eleaning, one thousand seven hundred dollars; wells and pumps, see in laying, one hundred and sixteen thousand six hundred and thirty dollars; and for such other expenses as the Mayor, Alfermen and Commonstity of the City of New York may be put to by law, such proportion of the expenses of the said city and county of New York are related to repating, repaying said city and county of New York are related to repating, repaying and eleaning streets, in that part of the city jung south of libe and lime.

And also, a further sum not exceeding eight bundred and sixty-sixth thousand five hundred and forty-eight dollars and sixty-sixth thousand five hundred and forty-eight dollars and sixty-sixth thousand five hundred and forty-eight dollars and sixty-sixth thousand five hundred and forty-sixth bundred and sixty-sixth hundred and thirty-four dollars, by tax, on the estates, real and personal, subject to taxation according to law, within the part of the city law and applied toward defraying the decisions on the restore, real and per

is ration in said city and county, for the year on hundred and fifty seven.

And also, the further sum of two hundred and fifty dollars, by ax, on the estates real and personal, subject to tax with accord-ing to law, to be applied to the payment for a set of plans fur-rished by its Buckman, Junior, for a fire lookout on the City Hall.

its to law, to be applied to the payment for a set of plans for tabled by Its Buckman, Junior, for a fire looked on the City Hall.

And also, the further sum of one bundred thousand dollars, by lax on the estates, real and personal, subject to bussion according to law, within said city and county, and to be collected according to law, within said city and county, and to be collected according to law, in the applied to the execution of a building no Black web's Island, to be used as a Hospital, said building to be executed under the entried and direction of the Board of Ten Governors' of the Alme House.

And also, the further sum of thirty eight theosand two hundred and averty wight deliars and ninety five coats, by tax, on the estates, real and personal, subject to taxation according to law, within the said city and county, and to be collected according to aw, to be applied toward defraying the salaries of Daniel D. Connover, who has executed the office of Street Commissioner in said city, the Deputy Street Commissioner, the heads of boreaux, clerks and other employees of said Connover.

And also, the further sum of thirteen thousand eight hundred dolars towards defraying the expenses incurred by said Connover in various proceedings at law. The Compressioner of said Connover, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compressioner, to pay himself, and each of his employees. The Compression and all size draw is well as the controversy relating to the Sect Department.

And also, the further sum of statem thousand fire the sum for the said seconding to law, to take a said city and country to law to the estates, real and personal, subject to the sum of his test to the sum of the said sear of painting proce

Supervisors of said City and County of New-York are berto fore emp-wered to raise the same as shareasid. § 3. This act shall take effect immediately.

THE GREAT WONDER OF THE NINE-PROFESSOR WOOD'S

HAIR RESTORATIVE.

HAIR RESTORATIVE.

Says the St. Louis (Mo.) Democrat: Below we publish a letter to Dr. Wood of this city from a gentleman in Maine, which speaks glowingly of the superior merits of his balt roule. Such evidence must have its effect, when coming from a reliable source. If certificates are guarantees of truth, the Doctor needs no encominus nor necessary of the press:

Bayra, Maine, Jan. 20, 1886.

Prof. O. J. Wood & Co.—Gentlempus: Having my attention salled a few months since to the highly beneficial effects of your Hair Restorative, I was induced to make an application of it agon my own hair which had become quite gray, probably one-third white; my winkers were of the same of another. Some three mooths since I procured a bottle of your Hair Restorative, and used it. I soon found it was proving what I had wished. I used is about two a week. I have since produced another bottle, of which I have need some. I can now bettify to the world that the gray or whith bair has totally ill-speared both on my head and hole, and my hair has remined its natural color, and I soilere more soft and disay than it has been before for twenty drey years. I have since the more soft and the wind that the gray of which hair has remined its natural color, and I soilere more soft and this with the same effect.

The above totice I deem due to you for your valuable discovery. I am assured that who over will regard used, as per directions, will not have occasion to contradict my statements. I am a citizen or this city, and a resident here far the last filtern years, and an known to nearly every one here and in the adjoining towns. Any use you may make of the above, with my name at-

New York Daily Tribune

A WHITE SLAVE DECLARED FREE.

Correspondence of The Pittsburgh Dispatch.

MASON COUNTY, Ky., August, 1858.

On Aug. 11 and 12, one of the most exciting cases ever occurring in this section of country, and one, too, in which the teelings of all were deeply enlisted, came before the Circuit Court. The circumstances of the case, briefly stated, are these: About a year and a half since, a woman was arrested by order of a man named Dodson (acting as agent for one Mrs. Goddard), and brought to our town and lodged in a negro jst for safe keeping until farther disposition could be made of her person—the intention of the person or persons ordering her arrest undoubtedly being to sell her to go

ordering her arrest undoubtedly being to sell her to go down South.

Seeirg what appeared to every one a white woman held in bondage as a slave, and confined in a negro jail, enlisted the deepest feeling in her behalf. She was immediately taken from her captivity, a bond was drawn and signed by some of our most worthy citizens for her security, and she returned to her home and her friends. The truth of the matter was thus: She had been held as a slave for more than twenty years, and to make it appear more fully that she was a slave, her so-called owner had recognized her marriage with a negro man, which she, ignorant that she

who has since been married and removed to a west-ern State with her husband; that when this woman was born, he (Goddard) placed her in the possession or one of his slaves, (a light mulatto woman,) with the injunction that she should rear it as though it were her own child; that this mulatto was threatened if she divulged the secret of the child's true parentage, or acknowledge that she was not its mother, even to the unfortunate child, that her life should be the imme-diate penalty. Knowing as she did, the storances of her master, it is not strange how well she kep; the secret.

That Mrs. Goddard knew this woman's parentage is

recret.

That Mrs. Goddard knew this woman's parentage is not doubted; for evidence presented proves that on one occasion she introduced her as her daughter, and on another, to secure her property from attachment, she had secreted her slaves, retaining this woman is her house, so that when the officers came and were about to take this woman, she told them that she was a white woman, and not ber slave.

The witnesses being all examined and disposed of, then came the argument to the jury. But who are they who constitute this jury! Would they be espable of rendering an impartial decision! They were Pro-Slavery mcr.—and more, too, all of them were slaveholders. Mesers. John D. Taylor, Richard H. Stanton and Wm. H. Wadeworth, the able counsel for the proceention, making their happlest and ablest efforts, while the trifling array of counsel in the defease than should have been said.

The care being thus submitted to the Jury, they retired to prepare their verdict. Language is inadequate to express the suspense then prevalent in the crowded Court room, and when the Jury returned, and the foreman answered the question of the July; that they were agreed, so still and death-like was to crowded hall that the dropping of a pin, or even the slightest breath, would have been perfectly audible, while they waited for the breaking of the seeled verdett. But when the real was broken, and the verdict that the prisoner, though prisoner no longer, was free, one universal and long-continued shout of applaues reat the air. The counsel who labored so streamoutly in her benalif, know not how great is their reward. The sequel shows that justice in Kentucky is justice still.

FROM CURACOA .- By the arrival of the bark Venue, Capt. Athinson, we have received advices from Curacoa to the 4th inst. The English steamer Buzzard arrived on the 20th July and sailed on the 224 for Lagusyra. She was last from Jamaica. Salt at Binaire was selling at 30 cents per barrel; stock on hand 100,-000 barrels, and weather favorable for making. Salt in a undance at Curscoa. By an arrival from 8:. Demirgo on the 3d inst., there is a prospect of another revolution in a stort time, Gen. Sactana not being in favor of the party nominated for President. Affairs in Venezuela were quiet. There is a French and English fleet at Laguayra. Gen. Gregori Monaguedied in prison in Maracaibo.

DEFRECIATION OF PROPERTY.—Ten acres of land on Main street, about a mile routh of the City Hall, was sold yeaterday by John C. Ripley, esq., under a power of sale mortage, for the sum of \$6,400. The purchaser was Edward Earle. The same property was sold to its recent owner by Mr. Ripley for \$16,000, and the price, at the time, was not thought to be very extravagant. This is the great set ascrifice of real state that has come to our knowledge, and it is to be hoped that there are not many more such to be made. [Wortender Spr.]

The Triegraph Sectional.—The proposition for Government sid to the Atlantic Telegraph was introduced in the Scoate by Mr. Seward. It was supported by him, Douglas and Rusk in carreet speeches. It was apposed on the ground of a lack of Constitutional authority, and that the North would get more benefit from it than the South, and that the creefor it was "sectional."